



McKINLEY AVENUE GRADE SEPARATION



Public Information Meeting

McKINLEY AVENUE GRADE SEPARATION AT GRAND TRUNK WESTERN RAILROAD

City of Mishawaka & St. Joseph County

July 11, 2012



McKINLEY AVENUE GRADE SEPARATION



INTRODUCTION BY

Mayor Dave Wood

St. Joseph County Board of Commissioners



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General Limits of Project



- ◆ Joint Project between the City and County
- ◆ From Division Street to approximately 400 feet east of Maplehurst Avenue (approximately 3,900-feet)





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Purpose for Improvement – Traffic Needs

- ◆ McKinley Avenue existing traffic volume of 20,500 vehicles per day in 2012
- ◆ McKinley Avenue projected traffic volume of 29,000 vehicles per day in 2032
- ◆ Four lanes on McKinley Avenue for the grade separation
- ◆ Five Lanes on McKinley Avenue outside the grade separation





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Growth and Economics

- ◆ Work towards goal to create continuous unobstructed east-west route connecting the cities of Mishawaka, South Bend and Elkhart with Capital Avenue, Toll Road and US 20 Bypass

Community Services & Safety

- ◆ Improvement in response time and reliability of:
 - ✓ General public
 - ✓ Fire
 - ✓ Police
 - ✓ Ambulance
- ◆ Increased safety for school transportation

Future Train Traffic

- ◆ An increase in train traffic has been forecasted by the railroad



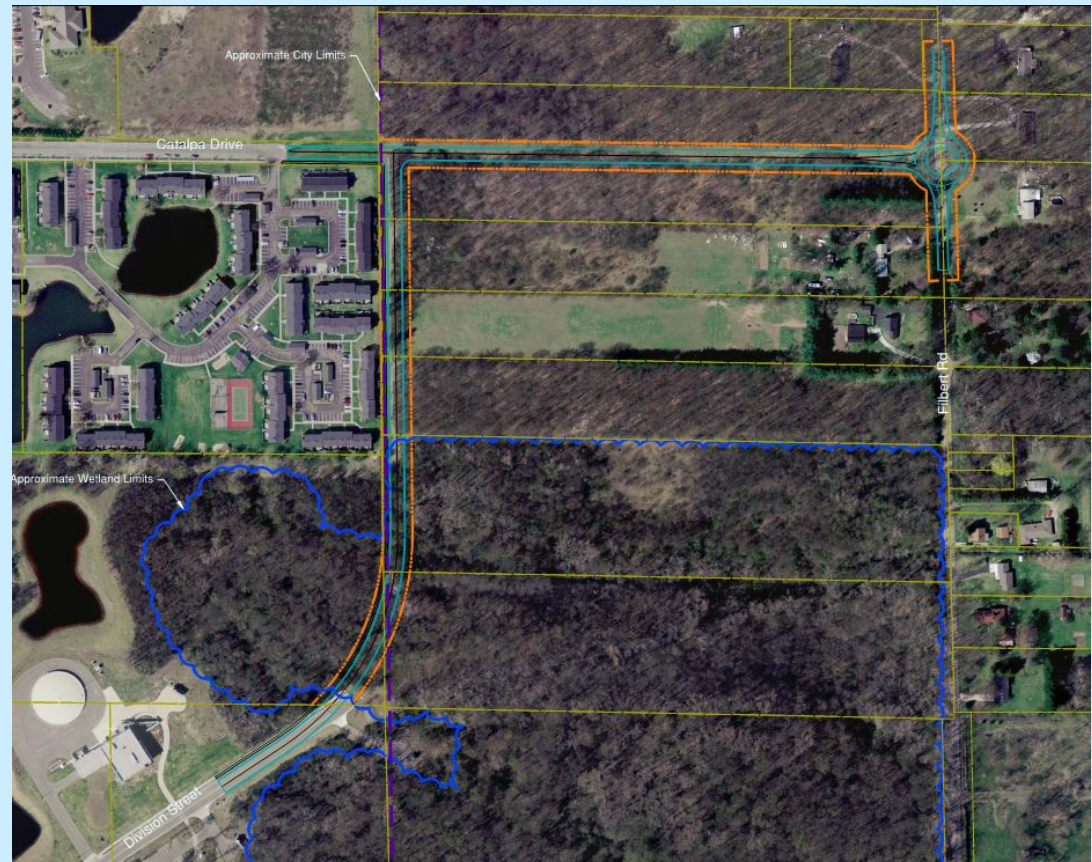


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Present and Future Projects

- ◆ St. Joseph County has been in the process of expanding McKinley Highway from Elder Road to Ash Road (County Line Road)
- ◆ Existing McKinley Avenue is 5-lanes from Logan Street to Division Street within the City limits
- ◆ Catalpa Drive Extension
- ◆ Division Street Extension





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General Scope of Work

McKinley Avenue Reconstruction

- ◆ Existing two 12 foot lanes with paved shoulders.
- ◆ Current zoning is a mix of residential, commercial and industrial.
- ◆ Current land use primarily composed of commercial and industrial with a small amount of residential, undeveloped and forested land.





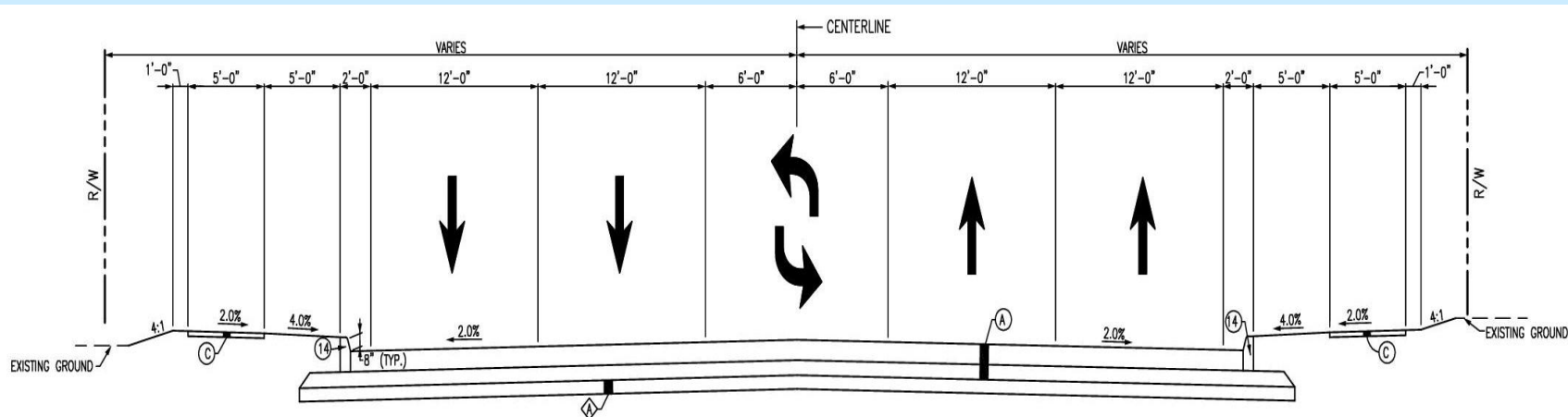
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General Scope of Work

McKinley Avenue Reconstruction

- ◆ Two 12-foot lanes (each direction)
- ◆ 12-foot two-way left turn lane
- ◆ 5-foot sidewalk
- ◆ 5-foot buffer strip between curb and sidewalk
- ✓ Buffer reduced to zero in limited R/W areas (6-foot sidewalk used)





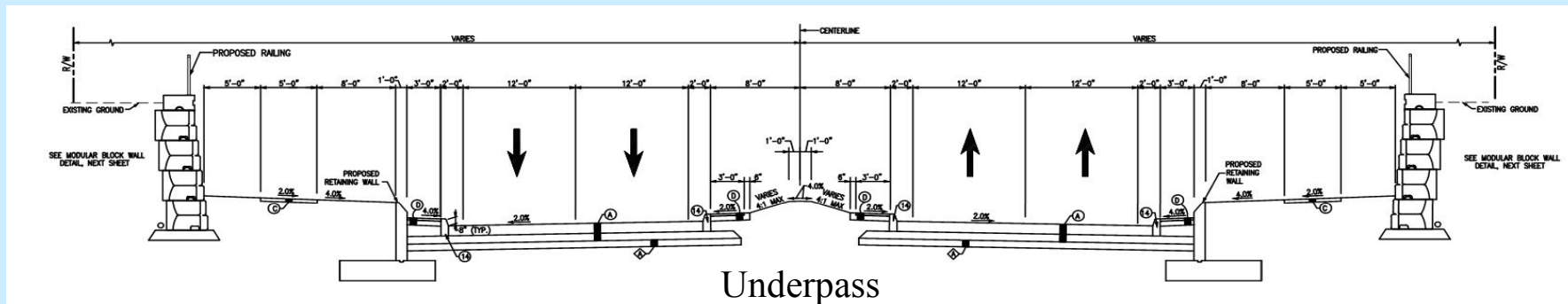
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General Scope of Work

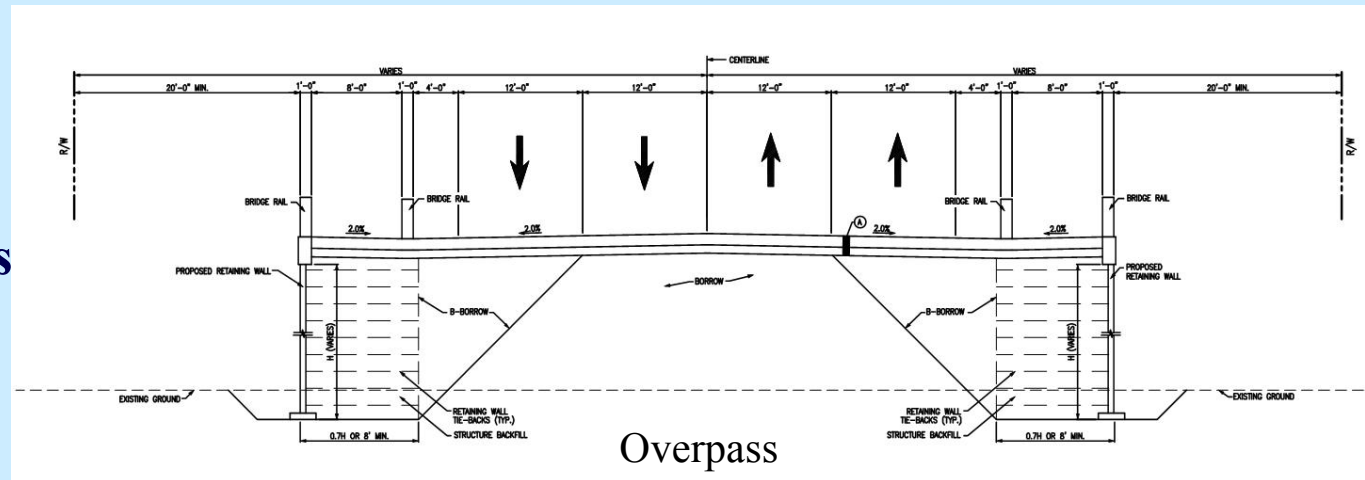
McKinley Avenue Reconstruction

◆ Typical roadway section at grade separation:



Maintain:

- ◆ 4-Lanes
- ◆ Pedestrian facilities



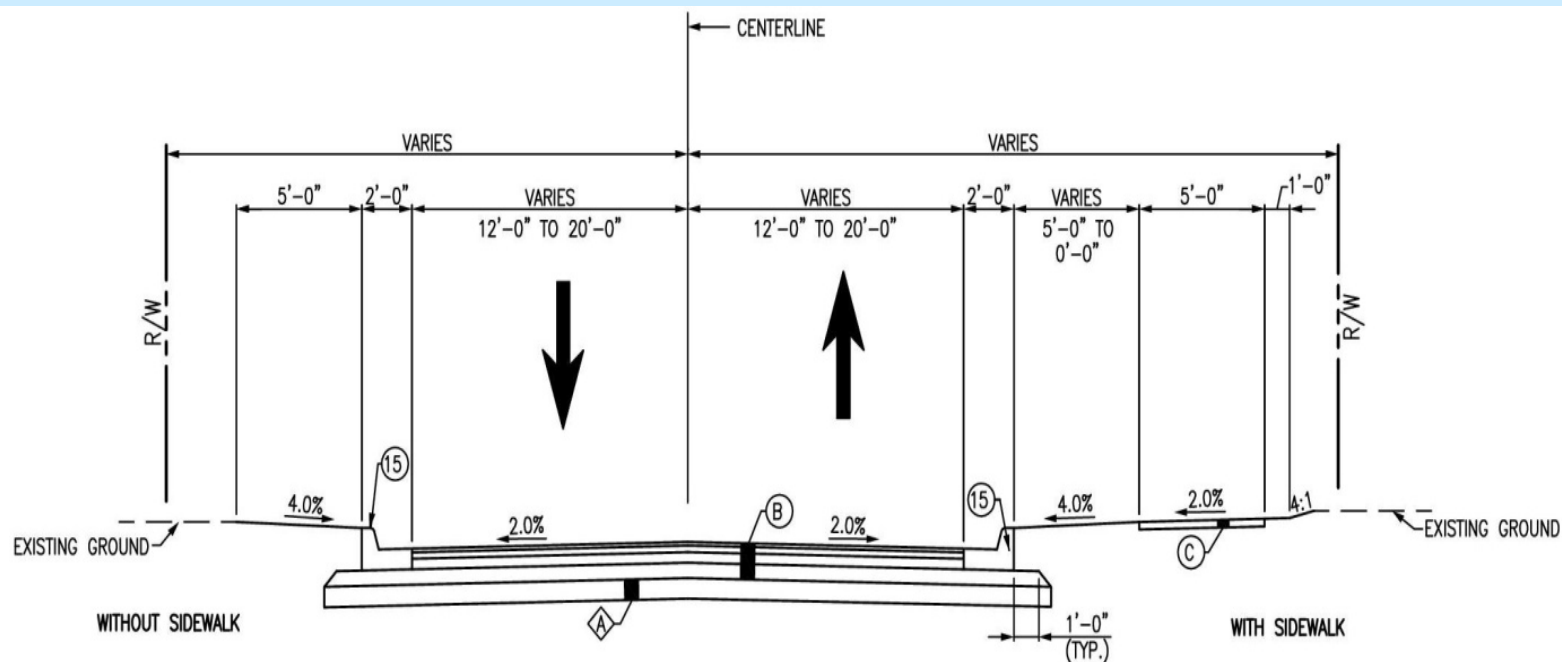


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General Scope of Work

- ◆ Other local roads will be impacted to varying degrees:
 - ✓ Filbert Road realignment
 - ✓ Cedar Street, Merrifield Avenue and Went Avenue





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Alternatives Considered for Grade Separation

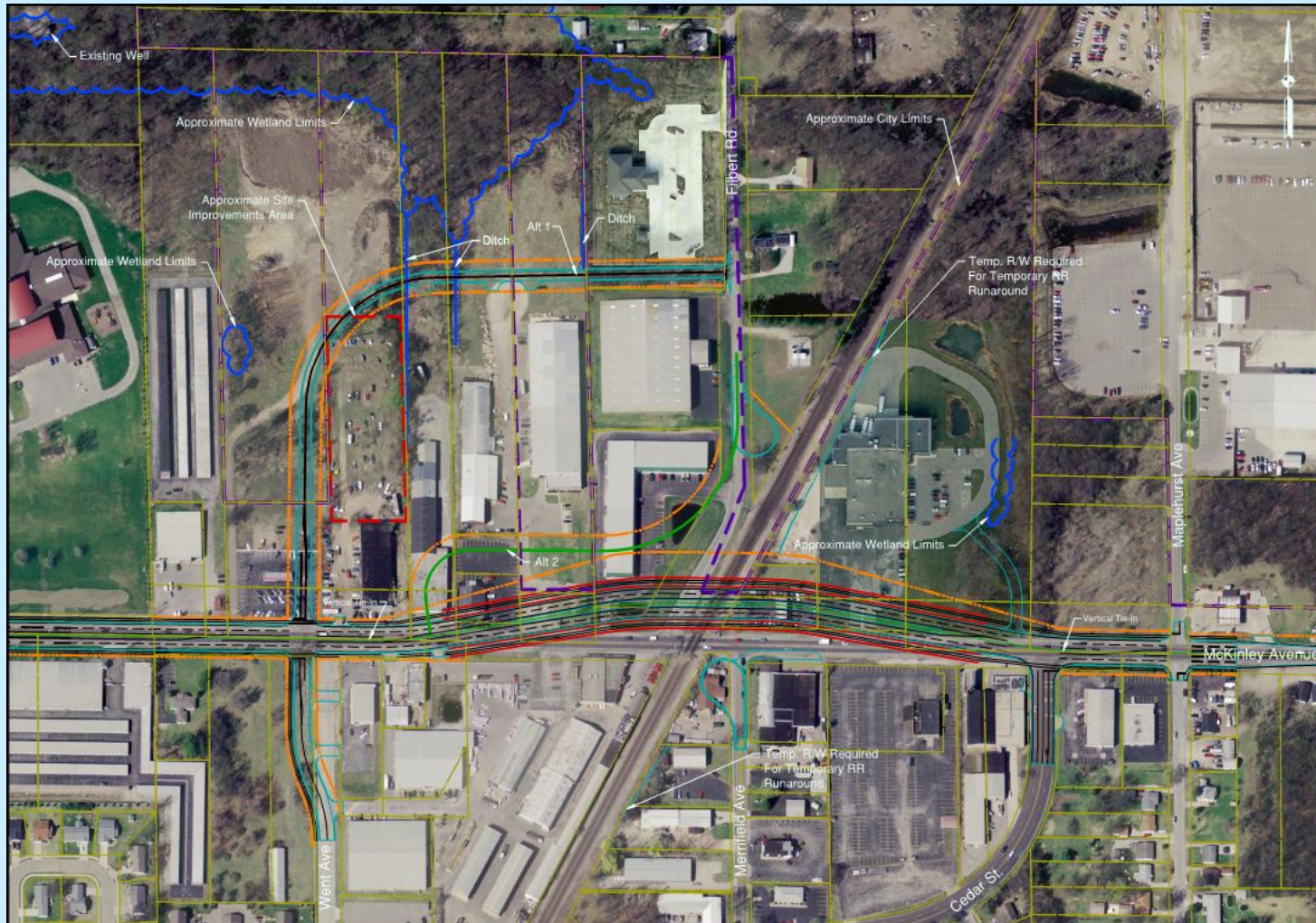
- ◆ Four alternatives were studied:
 - ✓ Underpass – North Shift
 - ✓ Underpass – South Shift
 - ✓ Overpass – North Shift
 - ✓ Overpass – South Shift



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Alternatives Considered for Grade Separation



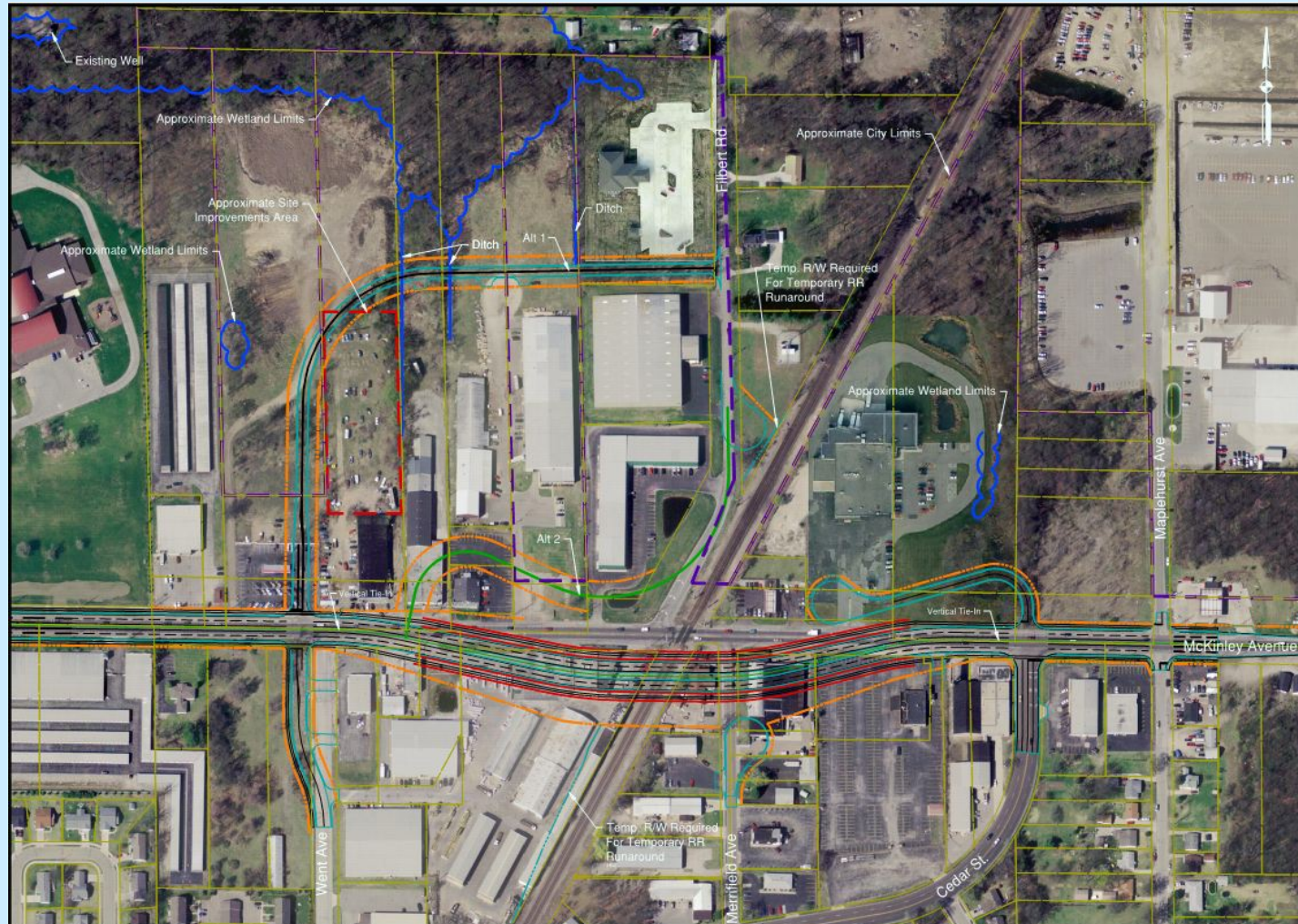
Underpass – North Shift



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Alternatives Considered for Grade Separation



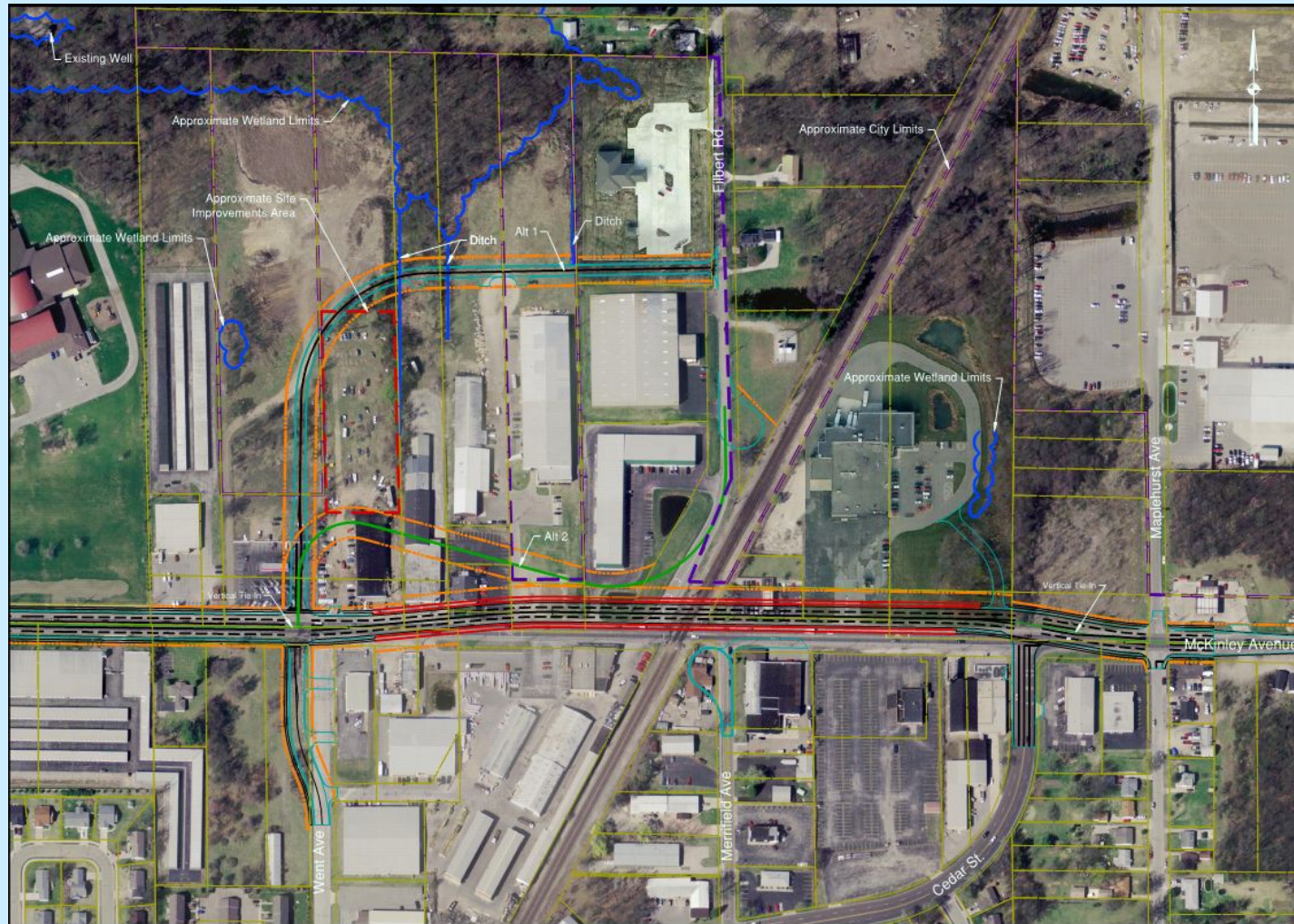
Underpass – South Shift



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Alternatives Considered for Grade Separation



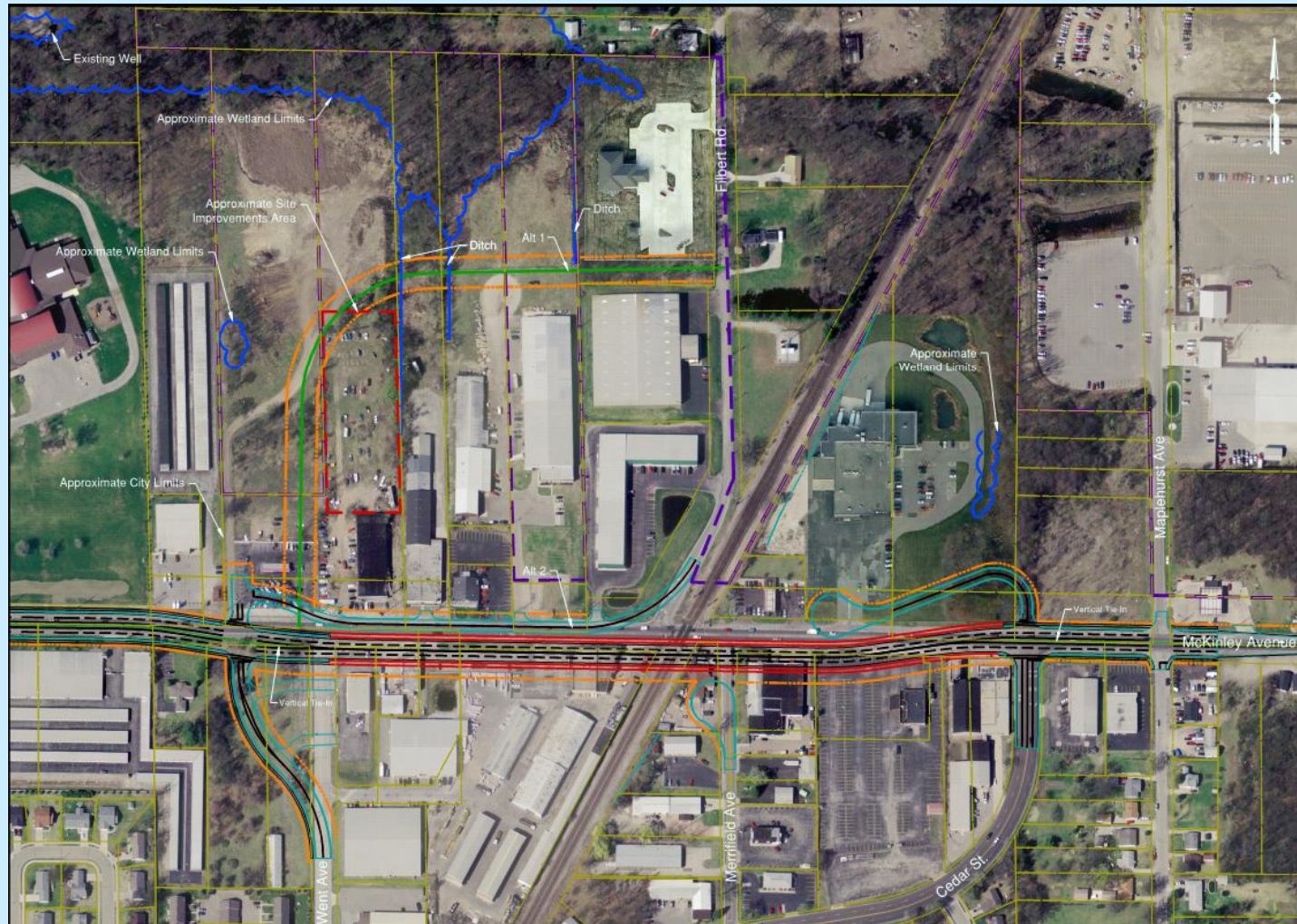
Overpass – North Shift



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Alternatives Considered for Grade Separation



Overpass – South Shift



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Grade Separation: Overpass vs. Underpass

- ◆ The study identified three factors that largely influenced the selection of a preferred alternative:
 1. Project Costs
 - ✓ Construction and right of way cost for mainline (McKinley Avenue) higher for underpass.
 - ✓ Existing storm sewer infrastructure not able to provide a feasible outlet route to the St. Joseph River for the underpass option.
 - ✓ Require an entirely new storm sewer trunkline be tunneled to the river.
 - ✓ Substantial increase in construction costs for underpass alternates.
 - ✓ Temporary Railroad Runaround



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Grade Separation: Overpass vs. Underpass

Mainline Alternate	Filbert Alternate	Construction Costs	R/W Costs	Total Costs
Underpass – North*	1	\$40,850,000.00	\$5,300,000.00	\$46,150,000.00
	2	\$40,420,000.00	\$4,800,000.00	\$45,220,000.00
Underpass – South*	1	\$40,420,000.00	\$7,900,000.00	\$48,320,000.00
	2	\$39,880,000.00	\$7,600,000.00	\$47,480,000.00
Overpass - North	1	\$16,010,000.00	\$4,100,000.00	\$20,110,000.00
	2	\$15,800,000.00	\$5,100,000.00	\$20,900,000.00
Overpass - South	1	\$15,520,000.00	\$6,900,000.00	\$22,420,000.00
	2	\$15,370,000.00	\$5,400,000.00	\$20,770,000.00
Catalpa and Division		\$3,650,000.00	\$700,000.00	\$4,350,000.00



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Grade Separation: Overpass vs. Underpass

2. Groundwater Elevation

- ✓ Existing groundwater at 8' – 6" depth
- ✓ The high groundwater elevation is something that could possibly be managed using an underdrain system with the underpass.
- ✓ Adds construction and maintenance complexities.

3. Right of Way Impacts

- ✓ The nature of the typical overpass and underpass sections illustrate why the overpass option is more favorable in terms of right of way impacts.
- ✓ The retaining wall reinforcement and excavation limits for the underpass are much larger than those for the overpass option.

♦ Overpass alternative is preferred!



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What next!!!!

- ◆ Overpass alternates are preferred, but shifting the alignment will require
 - ✓ Public input – Through the end of July
 - ✓ Additional Railroad Coordination
 - ✓ Utility Coordination
 - ✓ Rerouting of access roads impacted



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Maintaining Traffic During Construction

- ◆ **McKinley Avenue will remain open during much of construction**
 - ✓ **Two lanes (1 each direction)**
- ◆ **Closures**
 - ✓ **Occasional short duration road closures will be required to facilitate construction activities**



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Estimated Timeline for Design and Construction

♦ Feasibility Study

- ✓ Engineering Assessment submitted June 2012

♦ Public Information Meeting

♦ Interlocal Agreement between City and County (similar to Main Street Underpass)

♦ Design and R/W Services

- ✓ Determination to proceed with grade separation project will be made end of August 2012
- ✓ Public Information Meeting – Spring 2013
 - Present the selected alignment
 - R/W Impacts
- ✓ 2013 – 2015 Design and R/W Acquisition

♦ Construction

- ✓ 2016 – 2017





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Summary

- ◆ Slides available in PDF format at the City of Mishawaka's web page in the near future
- ◆ Graphic boards can be viewed at 2nd floor of City Hall and 7th floor of County-City Building
- ◆ Comments can be made in writing to:

DLZ Indiana, LLC

Attn: Qasim Asghar

2211 East Jefferson Boulevard

South Bend, IN 46615

Email: qasghar@dlz.com





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Questions

Overpass – North
Shift



Overpass – South
Shift

